

VNY CAC PUBLIC COMMENT

08/05/2025

First Name	Last Name	Item	Comment	CAC Meeting Date
Dannielle	Sweet	V. PUBLIC COMMENT PERIOD	<p>My name is Dannielle (Dani) Sweet and I have lived in the neighborhood just west of Van Nuys Airport for more than 30 years. I am a long-time resident of CD6 and live in the area known as "The Pocket" with my husband, my brother and my pets.</p> <p>I have previously spoken up about my need for oxygen due to the recurrent bronchitis and my asthma since the Jets were moved from Santa Monica a few years ago. Prior to the Jets coming to VNY, my asthma was controlled with medication without the need for oxygen. I also have MS and Fibromyalgia, which I didn't have prior to my move in 1995. Please note that no Community Impact report was completed, no measurement of the noise and toxic jet fuel that POURS into our neighborhood. The Jets just moved in.</p> <p>My Community has been asking for mitigation to help with the toxic fumes and noise pollution. At the January 6th CAC meeting, AAG presented a wall mitigation idea that will help with the toxic fumes and noise pollution now, in the near term. However, despite numerous peer reviewed scientific findings supporting the effectiveness of the wall (an enhanced barrier used widespread by the California Department of Transportation for freeway noise and pollution mitigation), LAWA unjustifiably refuses to move forward with this wall — delaying resolve and Duty of Care to protect me, my family and my community.</p> <p>This wall was first presented informally to LAWA, in May 2024. Had LAWA acted responsibly and promptly, the wall would be completed by now!</p> <p>Instead LAWA wants to work on an ill-planned land swap concept that is YEARS away from providing benefit or fruition — which is not a guarantee! Speculative long-term goals do not meet your Duty of Care and do not replace near-term mitigation. Hazardous air pollution (HAP) must be addressed where it exists in areas in excessively other areas and, when reasonably feasible.</p> <p>In your July 11, 2025 newsletter, you mentioned "open spaces". We will take you up on that offer! It matches our September 5, 2023 Green Space West - page 12!</p> <p>In short, this is what our educated community wants (since you claim to be asking for our ideas and offering to collaborate):</p> <p>YES to the AAG Mitigation Wall - immediately and without further delay!</p> <p>YES to green space — as you acknowledged on 07/11/2025 as a possibility!</p> <p>NO to LAWA's single "land swap concept" — which fails to identify ALL and less adverse options! Additionally, this does not address the higher traffic on Hayvenhurst nor does it address the direct impact to our neighborhood.</p> <p>NO to moving more aircraft to the West side — i.e. on LAWA's office property adjacent our community!</p> <p>NO to public observation area — which is not conducive with the location and prevents mitigation!</p> <p>NO to commercial (pedestrian and automobile) traffic increases — until studies identify the impact to our community!</p> <p>FIRST comes mitigation for existing conditions since the scientifically backed wall can be achieved fastest and while exploration goes into vetting other, long-term, options.</p> <p>I can honestly say that my health has made a nosedive since the Jets moved into VNY. It gets very lonely when I cannot safely go into the outdoor spaces of my home due to the jet fuel pouring into our neighborhood. I am a prisoner in my own home, spending 95% of my time in bed because of how the Airport has affected me, adding in of course the MS and Fibromyalgia to the breathing difficulties.</p> <p>LAWA can not refute the wall's benefit; a mitigation measure endorsed by the United States Department of Transportation, Federal Highway Administration.</p> <p>I hope LAWA will allow this wall to be built without any further need for us to bring this to the attention of the FAA and/or the City Council. Your airport is slowly killing me, which began s that moved from Santa Monica including the spewing of jet fuel directly into my neighborhood.</p>	8/2/2025
Sue	Steinberg	V. PUBLIC COMMENT PERIOD	<p>As someone who has lived here in "The Pocket" for almost 40 years, I've seen a lot of changes at VNY — mostly not for the better. VNY has expanded at an astronomical rate, especially in the last 10 years — with NO concern for the surrounding communities where the health of thousands of residents are being affected.</p> <p>Asking for a wall is a very modest ask. The research PROVES that it will improve the sound impact, and toxic fumes bombarding the local community. Walls have been successfully built along freeway corridors to protect homes from noise and fumes for years. Why is LAWA fighting this? NO taxpayer's money will be spent on the wall, as AAG has agreed to cover the costs. Consider it an improvement — and an overdue modification that should've been done years ago.</p> <p>Our CD6 Councilmember Imelda Padilla stated her SUPPORT for the wall along Hayvenhurst at the June 3rd CAC meeting. Despite the overwhelming evidence and public support, LAWA has declined to act in the public's interest, and continues to spend time and money on alternatives.</p> <p>LAWA can not refute the wall's benefit; a mitigation measure endorsed by the United States Department of Transportation, Federal Highway Administration.</p> <p>LAWA wants to work on an ill-planned land swap concept that is YEARS away from providing benefit or fruition. Speculative long-term goals do not meet your Duty of Care and do not replace near-term mitigation. Hazardous air pollution (HAP) must be addressed where it exists in areas in excessive of other areas and, when reasonably feasible.</p> <p>In your July 11, 2025 newsletter, you mentioned "open spaces". That is a great idea, and one that we can all agree should be implemented. It matches our September 5, 2023 Green Space West — on page 12!</p> <p>But first there needs to be immediate mitigation for existing conditions since the scientifically backed wall can be achieved fastest, while exploration goes into vetting other, long-term, options. The land swap idea still needs to be approved, have EIR studies, along with recategorization approval, FAA approval — all of which will take years. In the meantime, BUILD THE WALL. It could be up and people could be benefiting from it for years by the time a "land swap" implementation happens.</p>	8/2/2025
Ilse	Martinez	V. PUBLIC COMMENT PERIOD	<p>Hello,</p> <p>My name is Ilse Martinez. I am a 16 year resident of CD6 who lives hundreds of feet away from the airport in the "The Pocket" community. We, the neighbors have been asking for mitigation to help with the toxic fumes and noise pollution. At the January 6th CAC meeting, AAG presented a wall mitigation idea that will help with the toxic fumes and noise pollution, in the near term. However, despite scientific findings supporting the effectiveness of the wall (an enhanced barrier used widespread by the California Department of Transportation for freeway noise and pollution mitigation), LAWA continues to refuse to move forward with this wall — this ignores our basic living needs of breathing clean air.</p> <p>This wall plan was first introduced informally to LAWA, in May 2024, if LAWA had acted then, we would not be forced to keep our windows shut, which for some neighbors are so old that makes no difference.</p> <p>To many of us, the land swap plan does not look well planned, it looks like it is just a way to drag this problem and keep us quiet. It would take too many years and we have had this problem for too long now. WE DO NOT WANT TO WAIT for something that is not secured to happen, we want the wall, we need the wall, so please follow and achieve the construction of the wall on the west side of the Van Nuys Airport.</p> <p>Ilse Martinez Neighbor on DeCelis and Covello</p>	8/2/2025
Bill	Jackson	V. PUBLIC COMMENT PERIOD	<p>My name is Bill Jackson. My wife, children and I have lived in "The Pocket" neighborhood, just west of VNY since 1989. We are concerned about the lack of action from VNY toward giving our neighborhood relief from the increasing noise and pollution we are enduring. As long time residents of CD6, we have been asking for mitigation to help with the toxic fumes and noise pollution. At the January 6th CAC meeting, AAG presented a wall mitigation idea that will help with the toxic fumes and noise pollution now, in the near term. However, despite numerous peer reviewed scientific findings supporting the effectiveness of the wall (an enhanced barrier used widespread by the California Department of Transportation for freeway noise and pollution mitigation), LAWA unjustifiably refuses to move forward with this wall — delaying resolve and Duty of Care to protect me, my family and my community.</p>	8/2/2025

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Linda	Jackson	V. PUBLIC COMMENT PERIOD	<p>My name is Linda Jackson, and I have lived in "The Pocket" neighborhood, just west of VNY, since 1989. I am concerned about and frustrated with the lack of action from VNY regarding the increasing noise and pollution that is affecting our health and well-being. As a resident of CD6 for 36 years, I have been asking for mitigation to help with the toxic fumes and noise pollution. At the January 6th CAC meeting, AAG presented a wall mitigation idea that will help with the toxic fumes and noise pollution. However, despite numerous peer-reviewed scientific findings supporting the effectiveness of the wall (an enhanced barrier used widespread by the California Department of Transportation for freeway noise and pollution mitigation), LAWA refuses to move forward with this wall and shows no concern for the neighbors who have invested a great deal of time and money in their homes.</p>	8/2/2025
Laura	Lopez Williams	V. PUBLIC COMMENT PERIOD	<p>My name is Laura Lopez Williams. I live directly across from the airport (off of Hayvenhurst, between Satcoy and Sherman Way). My husband and I have been living here for over 16 years. I am aware that for years, our community has been asking the VNY for support in reducing the amount of toxic fumes/air pollution that invade our community. I am also aware that AAG recently proposed a viable solution (a mitigation wall) that could help in the VERY NEAR future. This wall is not a CRAZY, RANDOM idea that community members made up in their heads. This is a researched-based barrier, widely used by the California Dept of Transportation. Seems like a great idea, right?! Oh and not to mention it would be at no cost to LAWA! But apparently, the well-being of the community (YOUR NEIGHBORS, my family and I) is unimportant to YOU.</p> <p>Your recent newsletter (7/11/25) states: We'd also like to share some information about the "land use swap" initiative proposed at the June Citizens Advisory Council meeting, which explores new uses of airport parcels along Hayvenhurst Avenue. By transitioning this area away from aeronautical operations, LAWA can help make space for future amenities that better reflect the character and needs of the surrounding neighborhood.</p> <p>While still in early stages, LAWA is committed to working with the community to shape a vision for the initiative that's inclusive, inspiring, and more compatible with residential life. Do you have ideas for the future of this space?</p> <p>Funny, how you claim to "better reflect the character and needs of the surrounding community", when you know that this is NOT what the "surrounding community" wants. What the "surrounding community" wants is CLEAN AIR and PEACE OF MIND! Also, shame on you for claiming that your vision is "inclusive, inspiring and more compatible with residential life". HUH?! This is laughable. You have done much to show that you are NOT inclusive of the community and how is any of this "compatible" with MY residential life?? You say, "Do you have ideas for the future of this space?" WE'VE BEEN TELLING YOU OUR IDEAS! I want a mitigation wall and more green space (as previously proposed). I want less craft activity on the Hayvenhurst side where I live. I want you to be a GOOD NEIGHBOR!</p>	8/3/2025
Lisa	Cavallo	V. PUBLIC COMMENT PERIOD	<p>My name is Vincent Cavallo, a long-time resident of Council District 6, residing in the neighborhood known as The Pocket with my wife and child. As both a constituent and a committed advocate for equitable infrastructure solutions, I write to express deep frustration with LAWA's continued delay in implementing a basic but critical form of environmental protection for our community.</p> <p>For years, our neighborhood has endured excessive aircraft noise and toxic emissions with little relief. Numerous residents, scientists, and community advocates have raised the alarm and proposed viable, proven mitigation efforts. At the January 6, 2025 Community Advisory Committee (CAC) meeting, the Alliance for Airport Good (AAG) presented a feasible and scientifically supported mitigation solution: the installation of a barrier wall — a strategy widely adopted by Caltrans for freeways to reduce both noise and airborne pollutants.</p> <p>Despite compelling, peer-reviewed evidence demonstrating the effectiveness of this type of wall, LAWA has inexplicably refused to move forward. This delay not only jeopardizes public health but represents a clear abdication of LAWA's Duty of Care to the people it affects most directly.</p> <p>The mitigation wall was first brought to LAWA's attention in May 2024. Had the agency acted responsibly and efficiently, the wall would likely have been completed by now — delivering immediate relief to our residents. Instead, LAWA continues to pursue an uncertain "land swap" concept, a long-term idea with no clear timeline, no guaranteed benefit, and no urgency. Communities like ours cannot wait years for speculative solutions while children breathe hazardous air today.</p> <p>In your July 11, 2025 newsletter, you referenced the importance of "open spaces." Our community agrees — and has proposed such ideas since at least September 2023, as documented in Green Space West (page 12). We're ready to collaborate. But meaningful collaboration requires that our most urgent concerns are heard — and acted upon.</p> <p>Our educated, informed, and united community respectfully but firmly demands: YES to the AAG Mitigation Wall — Implement it now, without delay. YES to accessible green space — a shared goal you've recently acknowledged. NO to a one-size-fits-all land swap — especially when alternatives remain unexamined. NO to shifting aircraft operations closer to residential areas. NO to a public observation area in this specific location — which would interfere with mitigation and invite additional pollution. NO to increased pedestrian or vehicular traffic without rigorous impact studies.</p> <p>We are not asking for miracles. We are asking for infrastructure solutions rooted in science, public health, and responsible governance. The barrier wall is not controversial — it is supported by the U.S. Department of Transportation and the Federal Highway Administration as a recognized method for reducing noise and toxic air pollution.</p> <p>This is about public safety. This is about environmental justice. And this is about responsible airport management that serves the region without sacrificing the well-being of the very communities that live under its flight paths.</p> <p>We expect action — and accountability.</p>	8/3/2025

VNY CAC PUBLIC COMMENT

08/05/2025

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Matt	McManus	V. PUBLIC COMMENT PERIOD	<p>Hi,</p> <p>Matt McManus here. My wife and I have been residents of the neighborhood directly west of Van Nuys Airport (aka "The Pocket") since 2020. We love our home and our neighbors are fantastic, but we constantly endure the nuisance of private jets at the airport spewing toxic fumes our way.</p> <p>I understand that at a recent Citizens Advisory Council meeting, the company AAG made a proposal for constructing a wall along Hayvenhurst Ave, which would help mitigate the fumes. I also understand that AAG offered to cover the full cost of this wall, which is why I'm confused by LAWA's refusal to approve such a plan. I've read that the completed wall would be similar to those found along California's freeways, which means it would meet the California Department of Transportation's requirements for noise and pollution mitigation.</p> <p>My wife and I have a 2-year-old son and we have another baby on the way, due in January. Just like anyone else -- and anyone reading this email -- we simply want to live in an area where we can breathe clean air. Please approve this wall for the health and safety of our community.</p>	8/3/2025
Ann	O'Connor	V. PUBLIC COMMENT PERIOD	<p>My name is Ann O'Connor and I am one of the leaders of POSO Part of Sherman Oaks. Our neighborhood is bound by the 405 to Hazeltine, and Burbank Blvd. to Califa (approx.). This new waypoint will add further noise to our community north of the 101 since we already suffer on our west side from Burbank Airport flights and Van Nuys Airport flights following the 405 Fwy. Now this new waypoint will turn flights onto Hazeltine north through POSO and add noise on our east side, less than 1 mile from the flight noise we suffer along the 405. We also suffer from the Burbank Airport flights which fly west to go north over POSO too. How much are we expected to bear? Please remove this new DSSRT waypoint and allow flights to follow the Fwy 101 east and turn north closer to Burbank Airport. Normally the FAA wants to use Freeways to guide airplanes over communities.</p>	8/3/2025
Fran	Potaski	V. PUBLIC COMMENT PERIOD	<p>What happened to the AD Hoc Committee? It's not on the agenda. There is still unfinished business.</p>	8/3/2025
Ann	Ballard	V. PUBLIC COMMENT PERIOD	<p>My name is Ann Ballard and I am a member of POSO Part of Sherman Oaks. Our neighborhood is bound by the 405 to Hazeltine, and Burbank Blvd. to Califa (approx.). This new waypoint DSSRT will add further noise to our community north of the 101 since we already suffer on our west side from Burbank Airport flights and Van Nuys Airport flights following the 405 Fwy. Now this new waypoint will turn flights onto Hazeltine north through POSO and add noise on our east side, less than 1 mile from the flight noise we suffer along the 405. We also suffer from the Burbank Airport flights which fly west to go north over POSO too. How much are we expected to bear? Please remove this new DSSRT waypoint and allow flights to follow the Fwy 101 east and turn north closer to Burbank Airport. Normally the FAA wants to use Freeways to guide airplanes over communities.</p>	8/4/2025
Bob	Bramen	V. PUBLIC COMMENT PERIOD	<p>It's been 18 months since the VNY Vision Study was halted and the City Council directed that the LA Planning Department and LAWA jointly prepare an updated Specific Airport Plan. Development of the Specific Plan was to include among other things: 1) formation of a Citizens Advisory Committee, 2) engagement of consultants to assist in conducting technical analyses, 3) prepare and assess land use alternatives, and 4) provide on-going direct community involvement from start to finish.</p> <p>Yet as far as I know, none of these actions, if they have taken place at all, have been reported on in-depth and been performed with public input.</p> <p>I therefore recommend that the CAC request and agendaize a joint in-depth presentation by Department of City Planning and LAWA on 1) what actions they have taken to date, 2) how going forward they intend to implement the City Council Directives regarding Development of an updated Airport Specific Plan, and 3) provide a detailed schedule for the plan development process that includes on-going community in-put.</p>	8/4/2025
Rebecca	Tantalo	V. PUBLIC COMMENT PERIOD	<p>I'm hearing aircraft all day long over my house all of a sudden and they are LOW. Please implement a post-implementation analysis to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint. I've seen in person and checked the paths on flight radar24.</p> <p>Planes must turn north at DSSRT WAYPOINT so that they actually achieve the intended purpose of returning to pre-2017 flight paths.</p>	8/4/2025

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Jose	Popa	V. PUBLIC COMMENT PERIOD	<p>I live on Chandler Blvd near Hazeltine, and the new DSSRT waypoint is already adding significant noise to our community. West & North Sherman Oaks already suffer massively from Burbank Airport flights, the vast majority of which head west and then turn north to fly DIRECTLY over our neighborhood at low altitudes, instead of flying over the 405. The majority of VNY flights take off in the opposite direction, creating a literal vortex of noise and pollution particularly over our area of the valley. Despite the complaints of some residents, reviewing the data-based noise and flight maps clearly shows that our area is the most heavily impacted by both airports combined – despite having more homes, families, children, schools, and businesses. This new waypoint turns VNY flights so early at Hazeltine that the planes effectively circle our community – we see and hear them just after take-off, and they now turn over us at low altitudes, while climbing and banking – creating the perfect storm of incredible noise and pollution levels. Why is our area expected to bear more than others? This has nothing to do with returning to “historical flight paths” – the number and frequency of the planes is so great now that these older paths have no place in our city today. Beyond that, the ‘historical’ paths also were based on the idea of fanning out flights so that all the valley communities share in the noise. Why is this not something we should be aiming for?</p> <p>The clear solution is to disperse flights with equity across all areas and all possible flight paths. It makes no sense to move flights even lower and louder over one area just to relieve a small group of residents who happen to be organized and have more resources (money) to put towards their own selfish desires. Please remove this new DSSRT waypoint and allow flights to follow the Fwy 101 east and turn north closer to Burbank Airport. Dispersing flights with equity is clearly the only fair solution.</p>	8/4/2025
Brie	C	V. PUBLIC COMMENT PERIOD	<p>Hello, I have lived in West Sherman Oaks near Magnolia and Van Nuys Blvd for over 20 years. The noise from planes in our community in recent years has become outrageous, and has now gotten even worse. I see constant complaints about noise from people who live in the hills in Studio City and east Sherman Oaks, but it seems like they have no understanding of how bad it is in our community. We are bombarded all day by commercial and private jets on low, narrow light paths from both airports, combined with the noise from small planes and helicopters that go in & out of VNY. In a democracy, the flight paths should be determined by how many people are negatively impacted by them, not by who has the most money. But I am not even asking that the planes be directed over less populated areas, I am only requesting that they be dispersed equally across all areas, so that we all share in the noise and pollution. This new waypoint turns VNY planes way too early over our neighborhood and we are now being circled by planes in both directions at even lower and louder levels. Please remove this new way point and start fanning the planes out like before so all residents have to absorb equal impact.</p>	8/4/2025
Karen	Fritschi	V. PUBLIC COMMENT PERIOD	<p>I'm a long-time resident of CD6. My husband Christopher and I live in the area known as “The Pocket,” and like many in this community, I've been actively engaged in the ongoing discussions around environmental mitigation at VNY.</p> <p>For years, residents have called for meaningful action to address the well-documented impacts of toxic air and noise pollution in our neighborhood. At the January 6th CAC meeting, AAG presented a mitigation wall proposal designed to reduce both noise and airborne pollutants, an approach supported by peer-reviewed research and widely used by Caltrans for freeway mitigation.</p> <p>Despite the strength of the evidence and the clear public support, LAWA has declined to move forward. That delay has had real consequences. The wall was first presented to LAWA informally in May 2024. If implementation had begun then, it could already be in place.</p> <p>Instead, LAWA appears focused on advancing a land swap concept that is speculative at best and years away from yielding any benefit, if it ever does. This does not meet the Duty of Care owed to impacted communities. Long-term ideas are not a substitute for near-term mitigation when proven, feasible solutions exist. LAWA can not refute the wall's benefit, a mitigation measure endorsed by the United States Department of Transportation, Federal Highway Administration.</p> <p>To be clear, this is what our informed, engaged community supports:</p> <ul style="list-style-type: none"> *Yes to immediate construction of the AAG mitigation wall *Yes to meaningful green space, as referenced in your July 11 communication *No to presenting a single land swap concept as the only option - there are viable alternatives *No to relocating aircraft operations closer to residential neighborhoods *No to establishing a public observation area at a location that interferes with mitigation *No to increased pedestrian or vehicular traffic without proper environmental and impact studies <p>Mitigation for existing conditions must come first. The wall offers the fastest and most scientifically supported path forward. It's time for Van Nuys Airport to act responsibly towards the community.</p>	8/4/2025

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08/05/2025

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C	Hagen	V. PUBLIC COMMENT PERIOD	There should be NO nighttime flights out of Van Nuys airport. The increased noise and pollution as a result of increased jet flights out of Van Nuys, are intolerable Enough during daytime hours, but the Steady stream of jets after 10PM are depriving us our LAWful right to peace and quiet, And the consistent interference in our ability to sleep has a deleterious affect on our health, welfare and peace of mind- which is also NOT allowed, by LAWI!	8/4/2025
Justin	D	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/4/2025
Kimberly	Turner	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. - Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities. 	8/4/2025
Rick	F.	V. PUBLIC COMMENT PERIOD	<p>I have noticed an increase over what has become the usual amount of aircraft noise since the implementation of the DSSRT waypoint.. Ironically, there was some loud aircraft noise while I was reading the instructions for public comment on this issue about 20 minutes ago. And now, as I write this, I'm hearing more.</p> <p>I live 1/4 mile east of the Harvard Westlake school.</p> <p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/4/2025

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Molly	Newman	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p> <p>In the image above, VNY jet overshoots DSSRT waypoint (yellow dot), hitting east Sherman Oaks, Studio City, Toluca Lake, North Hollywood, and Burbank.</p>	8/4/2025
Michele	Florman	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Sherman Oaks and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/4/2025
R	Hall	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Sherman Oaks and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/4/2025
Bob	Bramen	V. PUBLIC COMMENT PERIOD	<p>Several Studio City organizations have sent e-blasts that are misleading. FAA never said that planes would be turned north directly after passing over DSSRT. FAA said that Air Traffic Controllers would turn planes north asap after passing over DSSRT when there is not conflicting aircraft in the air space (just as it was prior to NextGen). That said, there should still be a post implementation analysis that compares flight paths in 2017 pre-PPRRY with flight paths today.</p>	8/4/2025

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08/05/2025

First Name	Last Name	Item	Comment	CAC Meeting Date
Lisa	Agerman	V. PUBLIC COMMENT PERIOD	<p>I live in Studio City and have noticed a major increase in low-flying jets over our home since the FAA implemented the DSSRT waypoint. The noise has become constant, affecting our sleep, work, and peace of mind. It's especially frustrating when these flights happen early in the morning or late at night.</p> <p>The goal of the DSSRT waypoint was to mimic pre-2017 flight paths. But what's happening now is the opposite. Many aircraft are overshooting the waypoint and flying straight over Studio City, east Sherman Oaks, and even into the Santa Monica Mountains before turning north. These are not the flight paths we were told to expect.</p> <p>We're already heavily impacted by Burbank Airport traffic, and this new procedure is only making it worse. It's exactly what residents warned about years ago, and LAWA had promised a "Post-Implementation Analysis" to fix it if needed. We are still waiting.</p> <p>I'm not asking for the waypoint to be removed. I'm simply asking that FAA enforce what was promised: that planes capable of turning at DSSRT actually do so.</p> <p>We need:</p> <ul style="list-style-type: none"> - A full Post-Implementation Analysis to show how often aircraft miss the waypoint. - A clear requirement for all capable aircraft to turn north at DSSRT, not miles later over our neighborhoods. <p>Redirecting traffic over Studio City is not a solution. It's a shift of the problem that unfairly affects our community.</p> <p>Please take this seriously and hold FAA to their commitment.</p>	8/4/2025
Lisa	Haas	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Sherman Oaks and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/4/2025
Debbie	L	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/4/2025
Jeff	Probst	V. PUBLIC COMMENT PERIOD	<p>We genuinely thank you for trying to solve the air traffic issue and help us regain some of the lifestyle that attracted us to our home in studio city. We are not complainers by nature but the noise is so aggressive, low and loud that you cannot hold a conversation outside. Jeff Probst</p>	8/4/2025
Jeff	Probst	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/4/2025

VNY CAC PUBLIC COMMENT

08/05/2025

First Name	Last Name	Item	Comment	CAC Meeting Date
Tatiana	Santa Cruz	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Valley Village and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/4/2025
Alex	Izbicki	V. PUBLIC COMMENT PERIOD	<p>I am a Studio City residentThank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p> <p>Also, I'm always curious as to why people who transportation lines on the ground, such as freeways and overpasses are given protection by the city government in which this pathway roaches these homes upon. Why is it that air travel is any different? These are thoroughfares that are impacting hundreds of thousands of not millions of residents yet The powers that be feel no obligation to protect residents from these new waypoints. May I suggest that mitigating action take place irrespective of which direction the way points are finalized as well as the volume of traffic is deemed acceptable in the skies over these homes. Thank you.</p>	8/4/2025
Janet	Loeb	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none"> - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/4/2025

VNY CAC PUBLIC COMMENT

08/05/2025

First Name	Last Name	Item	Comment	CAC Meeting Date
Laurie	Rittenberg	V. PUBLIC COMMENT PERIOD	<p>Thank you Van Nuys Airport, and citizens advisory committee for working with the FAA to mimic pre-next GEN departure paths. I live in Studio City and I've noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>I am requesting a Post implementation analysis to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and That all capable aircraft turn north at DSSRT waypoint so that you actually achieve the intended purpose of returning to pre-2017 flight paths.</p> <p>Directing air traffic towards Studio City, east Oaks and further south of those areas only exacerbates the Next Gen issue and compounds impacts on already heavily burdened communities.</p>	8/4/2025
Jennifer	Fineman	V. PUBLIC COMMENT PERIOD	<p>Encino and Sherman Oaks need to continue to have representation and be allowed to exercise their input with existing and future airport concerns. We are directly impacted by flight patterns and need to have a voice in order to protect our community.</p>	8/4/2025
Linda	Branca	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA: - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/5/2025
Stephanie	Michels	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA: - A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities. In the image above, VNY jet overshoots DSSRT waypoint (yellow dot), hitting east Sherman Oaks, Studio City, Toluca Lake, North Hollywood, and Burbank.</p>	8/5/2025
LORIL	HIRSCH	V. PUBLIC COMMENT PERIOD	<p>My name is Loril Hirsch; I've lived in the CD6 area, called 'The Pocket' for over 32 years. I have written numerous letters in support of issues to mitigate the toxic fumes and hazardous air pollution being blown into our neighborhood, every day of every week! Simply put, and for the umpteenth time, We are requesting VNY to support the construction of the Hayvenhurst Wall. For the past seven months, all LAWA gives is excuses, excuses and more excuses! I have attended multiple meetings where these issues and requests have been dismissed; where we have been lied to! Circles, we are going in circles!! So when you request our suggestions and receive them, do they go into the same trash bin as all of your other requests for our input or is this the one you read? Just to be clear - FIRST comes mitigation for existing conditions since the scientifically backed wall can be achieved fastest and while exploration goes into vetting other, long-term, options. In your July 11, 2025 newsletter, you mentioned "open spaces", This coincides with our suggestions of September 5th, 2023 regarding the Green Space West; Page 12. :</p> <p>1.YES to the AAG Mitigation Wall! - this wall was first presented to LAWA in May 2024; If this was acted on responsibly as what the community wanted, the wall would have already been completed! So YES – IMMEDIATELY AND WITHOUT FURTHER DELAY! 2.YES to green space – as you acknowledged on 07/11/2025 as a possibility! 3.NO to LAWA's single "land swap concept" – which fails to identify ALL and less adverse options! What an irresponsible waste of taxpayer's money! 4.NO to moving more aircraft to the West side – i.e. on LAWA's office property adjacent our community! 5.NO to public observation area – which is not conducive with the location and prevents mitigation! 6.NO to commercial (pedestrian and automobile) traffic increases — until studies identify the impact to our community! LAWA can NOT refute the wall's benefit; a mitigation measure endorsed by the United States Department of Transportation, Federal Highway Administration.</p>	8/5/2025

VNY CAC PUBLIC COMMENT

08/05/2025

First Name	Last Name	Item	Comment	CAC Meeting Date
Richard	S	V. PUBLIC COMMENT PERIOD	<p>VNY and CAC, the idea that this new waypoint should be used because it “mimics pre-NextGen departure paths” is absolute pretense. It is a fabrication that is being used to push planes away from wealthy residents and over others, who have less resources and organization. I have lived in west Sherman Oaks near VNSO Park for over twenty years, and we have never had planes turning this early and low over our community.</p> <p>I walk my dogs every morning in the park, which is bordered by Hazeltine/Van Nuys Blvd on the east/west, and Riverside & Magnolia south/north. Every day, all day, there are literally hundreds of children in day camps, people exercising, families playing games, young kids on the swingsets, etc. In recent weeks there are now unbelievably loud and low jets from VNY turning directly over the park as they climb and accelerate. This is not a “pre-NextGen” departure path!! I have never seen this before. This also has a massively negative impact on the hundreds, if not thousands, of people trying to enjoy the park at any given time.</p> <p>The idea that “That ALL capable aircraft should turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths.” is absolute nonsense and is completely unfair to the majority of valley residents, especially those who enjoy the park and live in the many, densely populated neighborhoods surrounding the park. Way more people, children, families, schools than in the hillside neighborhoods, by the way.</p> <p>If you file a noise complaint on Webtrak, one of the pre-set options is “Early Turn”. What we have with this new waypoint is the definition of an early turn, with jets literally circling the area of Sherman Oaks east of the 405.</p> <p>The biggest problem is the number and frequency of planes in general, and until that is addressed, all communities MUST share the noise & pollution equally.</p> <p>If this new waypoint continues, planes can turn there, and fly OVER THE FREEWAY! Not over already heavily-burdened, but more densely populated residential neighborhoods and schools.</p>	8/5/2025
Victoria	Miller	V. PUBLIC COMMENT PERIOD	<p>Hello. I am writing as a long-term 30+ year Encino resident and active community member. I was the former Vice President of the Encino Neighborhood Council for 12 years (I ended my tenure last summer), and current Encino Property Owners Association Board Member. I am chairing the latter's Airport Committee, as I did for the former (including through the San Fernando Valley Task Force meetings and subsequent FAA flight path changes recently adopted).</p> <p>With all due respect, I am deeply concerned regarding what I would describe as extreme overreach by LAWA to reshape the VNY CAC Bylaws and Board formation.</p> <p>Anyone who has served on a Board knows that Bylaws exist for a reason and are in place to prevent just what is occurring from happening: changes without oversight and due process. Scheduled and agenzized meetings need to occur for any Bylaws changes, but especially Board structure and the number of Board seats. LAWA is accountable to the City Council, not the other way around.</p> <p>I will remind you that the VNY CAC was founded as a way to give affected communities a voice with regard to the issues both residents and businesses endure. The founding mission statement states clearly what the purpose of this valuable Council was tasked with:</p> <p>The Van Nuys Airport Citizens Advisory Council (CAC) was established in 1985 to provide recommendations to the Board of Airport Commissioners and receive community input on airport projects and issues, including operations and land utilization. Its mission is to balance the needs of aviation interests with those of local communities, enhance public education about general aviation, and facilitate effective communication between the airport and the public.</p> <p>While we know that by City Charter, the City of Los Angeles goes through a redistricting process every 10 years, our last one occurred in 2021. things shift within our city for obvious reasons, and that should be looked at. Many suggest that the right approach is to make sure all "impacted communities" are represented on a host of community-based councils such as the VNY CAC. However, that is a process which has to be reviewed and studied. But hopefully will be considered going forward across the City of Los Angeles.</p> <p>For now, I want to strongly advocate for full transparency by LAWA, as the current situation erodes public trust, and many question if the reason for these sudden attempted changes to the structure of the VNY CAC Board are truly just dirty politics. Community members are watching, are informed—we are not going to be duped into accepting these changes are they are being presented.</p> <p>I appreciate your time and attention to this matter.</p>	8/5/2025
Linda	C.	V. PUBLIC COMMENT PERIOD	<p>Regarding increased VNY air traffic: : Some aircraft turn north at the DSSRT waypoint at the 101 freeway (as intended) in an attempt to mimic pre-2017 flight paths. However, the new procedure was designed in such a way that aircraft overshooting the waypoint proceed on a heading directly toward Studio City, and over parts of Sherman Oaks, and some continue even further into the Santa Monica Mountains before turning north to their destinations.</p> <p>These aircraft overshoots have become more frequent and compound the already severe, adverse impacts from air traffic that our communities suffer from Burbank Airport. LAWA repeatedly promised us that FAA would do a “Post-Implementation Analysis” and rectify the situation if it occurred.</p> <p>Please note: Affected communities are not asking the FAA to get rid of the new waypoint. We are only asking that they do what they promised and actually turn most aircraft AT THE WAYPOINT.</p> <p>At this time, please make the following requests from FAA: - A “Post-Implementation Analysis” to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths.</p> <p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p>	8/5/2025
Penny	Alpert	V. PUBLIC COMMENT PERIOD	<p>As a 30+ year resident of Encino, I'm horrified to learn we might lose our representation on this CAC. LAWA is overstepping its abilities by unilaterally deciding to change CAC structure and by-laws, which is out of its purview. The CAC should be made up of representatives in affected communities, not reps by council district, but that's a diff fight for elsewhere. In the meantime LAWA has no jurisdiction to remove CAC appointees — that is for city council only.</p>	8/5/2025

VNY CAC PUBLIC COMMENT

08/05/2025

First Name	Last Name	Item	Comment	CAC Meeting Date
Suzanne	Gutierrez	V. PUBLIC COMMENT PERIOD	<p>My name is Suzanne Gutierrez and I'm a longtime CD6 resident and co-founder of Fumefighters United VNY. I've spent years fighting for mitigation for my community—yet all I get is resistance from LAWA. Now, specifically, with VNY manager, Jacob Haik, who professes that him and LAWA's CEO, John Ackerman, have an awesome working dynamic. In under a year, Jacob Haik has made reckless, contradictory decisions, even recommending the city abandon its Duty of Care by denying the near-term mitigation wall, directly harming my family and this community. He's misled us and City leaders with debunked propaganda, false legal assertions and uncorroborated claims. Haik has proven to be a liability to the airport and city.</p> <p>The AAG proposed wall is Expert Endorsed. Science backs it. The California DOT implements these barriers—even in an inferior design form that AAG proposed. It's fully-funded, ready to move forward, qualifies for a Negative Declaration under CEQA and can deliver relief in the very near future.</p> <p>Had LAWA supported this wall in January when it was presented, this wall could have been completed by the end of this year. Instead, LAWA pushes a ill-conceived land swap that's years from completion—if at all. No studies. No real plan. Just reckless decisions that hurt us.</p> <p>Meanwhile, the PR team spins their narrative, misrepresenting our needs and alleged support in every newsletter. It's disgraceful.</p>	8/5/2025
Suzanne	Gutierrez	V. PUBLIC COMMENT PERIOD	<p>My name is Suzanne Gutierrez and I'm a longtime CD6 resident and co-founder of Fumefighters United VNY. As you are all aware, Jacob Haik unilaterally tried to remove select CAC members—blatantly violating the CAC By-laws, potentially the Brown Act and citing FALSE legal standing. Even a Council office called out the blatant lie in an email to Haik! It's a disgraceful, unethical and potentially unlawful attempt to manipulate an advisory body—thereby, suppressing community voices.</p> <p>Jacob Haik, your actions reflect a serious failure of judgment. You were given every opportunity to act with integrity, yet you've consistently chosen harm over accountability. That's not leadership—it's a disservice to me, my family, my community and the city.</p>	8/5/2025
Stacey	Hoff	V. PUBLIC COMMENT PERIOD	<p>Why would LAWA actively do the WRONG thing and change citizen representation on the CAC? LAWA already manipulates flight data complaints without context to fit their biased narrative. This change to CAC citizen representation is unjust and the overreach is completely wrong and without authority. LAWA needs to stop playing games with the public !</p>	8/5/2025
Erin	Huffer-Ethial	V. PUBLIC COMMENT PERIOD	<p>I support the construction of AAG wall! Groups like FumeFighters are root of the community and deserve to be listened to. The wall will protect community members and is a small concession to make in return for the profits that will be made from enhanced use of VNY airport. Stop subverting the will of the community by manipulating the rules to only hear voices in favor of moneyed interests at LAWA.</p>	8/5/2025
Stacey	Hoff	V. PUBLIC COMMENT PERIOD	<p>The change that LAWA is trying to do the citizen representation on the CAC is flat out wrong and unjustified. LAWA needs to stop playing games with the public. LAWA already misrepresents data to fit their biased positioning on topics like flight noise complaints and more. LAWA needs to stop wasting the public's time with nonsense and changes that they aren't even authorized to make. Enough with the games. With LAWA's gaming, no wonder problems can't be solved logically. Just so wrong</p>	8/5/2025
Ellen	Byron	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results.</p> <p>I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint. This concerns me considering the number of recent close calls with airplanes and specifically the recent incident where a plane experienced problems in the air after departing Burbank Hollywood Airport. (Which is also possible for a flight departing from VNY)</p> <p>- That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths.</p> <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p> <p>Thank you for your time and help.</p>	8/5/2025

VNY CAC PUBLIC COMMENT

08/05/2025

First Name	Last Name	Item	Comment	CAC Meeting Date
Stacey	Hoff	V. PUBLIC COMMENT PERIOD	The change that LAWA is trying to do the citizen representation on the CAC is flat out wrong and unjustified. LAWA needs to stop playing games with the public. LAWA already misrepresents data to fit their biased positioning on topics like flight noise complaints and more. LAWA needs to stop wasting the public's time with nonsense and changes that they aren't even authorized to make. Enough with the games. With LAWA's gaming, no wonder problems can't be solved logically. Just so wrong	8/5/2025
Suellen	Wagner	V. PUBLIC COMMENT PERIOD	Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results. I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint. Please request from FAA: - A "Post-Implementation Analysis" that was promised by both LAWA and FAA, to demonstrate exactly how many aircraft are not turning north at the DSSRT waypoint; and - That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. Direct air traffic direct to DSSRT as per the procedure. The current pattern directing aircraft toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but instead compounds impacts on already heavily-burdened communities.	8/5/2025
S	LOS ANGELES	V. PUBLIC COMMENT PERIOD	Community members who live and work around VNY have been informed about attempts by LAWA VNY manager's attempts to remove CAC members from the council. These actions are improper and without authority or legal basis, and we suspect that they are primarily motivated by a desire to influence and to exert more control and power over the CAC such that LAWA, influenced by pro-jet businesses, can increase the airport's capacity to handle jet traffic. Nowhere in the bylaws or subsequent resolutions concerning the CAC is there a residency requirement. Considering the fact that the impacted areas around VNY remain the same irrespective of council redistricting that has happened since CAC's inception, it would be unwise and unhelpful to change the bylaws now to impose such a requirement, as that would not further the stated and recognized objective of the CAC to help VNY "remain a good neighbor to the surrounding residential and commercial areas." (Ferraro-Bernardi to the LA City Council dated April 3, 1985) SAVE OUR SKIES	8/5/2025
Chloe	Burnett	V. PUBLIC COMMENT PERIOD	I live in SHERMAN OAKS and am deeply concerned about the continued expansion at VNY. Community members who live and work around VNY have been informed about LAWA VNY manager's attempts to remove CAC members from the council. These actions are without authority or legal basis. Nowhere in the bylaws or subsequent resolutions concerning the CAC is there a residency requirement. Considering the fact that the impacted areas around VNY remain the same irrespective of LA City council redistricting that has happened since CAC's inception, it would be unwise and unhelpful in continuing the stated and recognized objective of the CAC to help VNY "remain a good neighbor to the surrounding residential and commercial areas." (Ferraro-Bernardi to the LA City Council dated April 3, 1985). The situation is untenable. The life and health of surrounding residents must factor into this equation. Thank you, Chloe	8/5/2025
Chloe	Burnett	V. PUBLIC COMMENT PERIOD	I am a resident of SHERMAN OAKS. I live daily under the sky assault coming out of VNY. I urge you to listen to your surrounding residents. Community members who live and work around VNY have been informed about attempts by LAWA VNY manager's attempts to remove CAC members from the council. These actions are improper and without authority or legal basis, and we suspect that they are primarily motivated by a desire to influence and to exert more control and power over the CAC such that LAWA, influenced by pro-jet businesses, can increase the airport's capacity to handle jet traffic. Nowhere in the bylaws or subsequent resolutions concerning the CAC is there a residency requirement. Considering the fact that the impacted areas around VNY remain the same irrespective of LA City council redistricting that has happened since CAC's inception, it would be unwise and unhelpful in continuing the stated and recognized objective of the CAC to help VNY "remain a good neighbor to the surrounding residential and commercial areas." (Ferraro-Bernardi to the LA City Council dated April 3, 1985. I thank you for your attention to this matter. The well being and health of your neighbors has to matter. Chloe Burnett	8/5/2025
Julia	Bricklin	V. PUBLIC COMMENT PERIOD	PLEASE keep VNY's CAC membership AS IS. You have no authority to dismiss members by any measure -- certainly not by the City Attorney's office or your own bylaws. You are transparently trying to weaken community involvement, and we see you!	8/5/2025

VNY CAC PUBLIC COMMENT

08/05/2025

First Name	Last Name	Item	Comment	CAC Meeting Date
David	King Lassman	V. PUBLIC COMMENT PERIOD	<p>Residents and workers in the vicinity of Van Nuys Airport (VNY) have been made aware of recent efforts by LAWA's VNY management to remove certain members from the Community Advisory Council (CAC). These actions appear to lack both proper authority and legal justification. It is our belief that the underlying motivation is to assert greater control over the CAC, potentially steering it in a direction more aligned with the interests of jet-friendly businesses and expanding the airport's capacity for jet operations.</p> <p>It's important to note that neither the CAC's bylaws nor any subsequent resolutions impose a residency requirement for council membership. Moreover, despite the redistricting changes within the Los Angeles City Council since the CAC was first established, the communities affected by VNY operations have not changed. Enforcing arbitrary restrictions at this stage would hinder the CAC's foundational goal of ensuring that VNY continues to be a responsible and considerate neighbor to its surrounding residential and commercial communities—a principle articulated clearly in the Ferraro-Bernardi letter to the LA City Council on April 3, 1985.</p>	8/5/2025
Mark	Levin	V. PUBLIC COMMENT PERIOD	<p>The by-laws allow that the Council Districts within the general vicinity of the airport shall have representation. As we discussed, CD5 - even after redistricting - meets this standard, including the fixed-wing and rotary-wing aircraft flight paths over our hillside communities. Beyond all else, redistricting was completed more than 3 years ago; such an explanation now does not hold water.</p> <p>As the very attachments you sent demonstrate - in the past, the Commission has been expanded to include representatives from the communities in the vicinity of VNY - it need not shrink now. You still have that option, but for reasons that feel short-sighted, you are choosing to exclude the hillside neighborhoods rather than growing the communities and voices that comprise the CAC. This feels like it could have been an excellent compromise, but you did not make the time to explore these options with us before you took unilateral action to end CD5's more than 20 years of participation in this body.</p> <p>This is a terrible way to start your tenure at VNY, and we expect you to remedy this by meeting your earlier pledge to us to discuss this further before action is taken. We have separately contacted the City Attorney and will take the steps necessary to ensure our community remains a part of the CAC.</p>	8/5/2025
G.	Askarinam	V. PUBLIC COMMENT PERIOD	<p>Why is this on the agenda? When was removal discussions held? Where is the official documentation corroborating this action? Why is this Chair facilitating corruption? In fact, why is an airport tenant on the advisory board at all? The CAC bylaws, which I found online as rumors spread, clearly state it is not within the airport manager's authority to do this. I am a CD 2 resident. We suffer overflights from both Burbank and Van Nuys. We are invested and it is clear this is an attempt to manipulate an advisory body that was not willing to support negligent development proposals anymore. I will be asking my council member to not confirm problematic Board appointees moving forward. Removals do need to occur, but those removals include Jacob Haik for abusing his authority if rumors are true about his unilaterally act, Jason Price for conflict of financial interest and facilitating corruption on this body, and stagnant Commission Board members that enable this corruption and who failed to make responsible development decisions over the years. Time for fresh faces that hold themselves up with a body of integrity. The negligence and corruption must come to an end as it is harming this entire region.</p>	8/5/2025
Stephan	Agerman	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for your efforts to work with the FAA on improving flight paths. I hope this leads to real, lasting change.</p> <p>I live in Studio City with my wife and our 8-year-old daughter. Since the DSSRT waypoint was introduced, we've noticed a major increase in low-flying aircraft—especially in the mornings and early evenings. The noise is constant and impossible to ignore. Our daughter often studies at home, and just as she's trying to focus, a loud jet flies over and interrupts everything. We have to pause conversations and wait to hear each other again. It's exhausting, and it makes learning, reading, and even just sitting outside as a family incredibly frustrating. We're not asking the FAA to remove the waypoint—just to follow through on what was promised:</p> <p>Please conduct the Post-Implementation Analysis to determine how many aircraft are overshooting the DSSRT waypoint Require that all capable aircraft turn at the waypoint—not beyond it over our homes and schools If the current solution creates new problems for other communities like ours, then maybe a better design or smarter routing is needed. We chose to raise our child here because we love this neighborhood. But the constant air traffic is making our home life harder every day. Thank you for listening and for doing everything possible to reduce the impact</p>	8/5/2025
Lisa	Agerman	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for your efforts to work with the FAA on improving flight paths. I hope this leads to real, lasting change.</p> <p>I live in Studio City with my husband and our 8-year-old daughter. Since the DSSRT waypoint was introduced, we've noticed a major increase in low-flying aircraft—especially in the mornings and early evenings. The noise is constant and impossible to ignore. Our daughter often studies at home, and just as she's trying to focus, a loud jet flies over and interrupts everything. We have to pause conversations and wait to hear each other again. It's exhausting, and it makes learning, reading, and even just sitting outside as a family incredibly frustrating. We're not asking the FAA to remove the waypoint—just to follow through on what was promised:</p> <p>Please conduct the Post-Implementation Analysis to determine how many aircraft are overshooting the DSSRT waypoint Require that all capable aircraft turn at the waypoint—not beyond it over our homes and schools If the current solution creates new problems for other communities like ours, then maybe a better design or smarter routing is needed. We chose to raise our child here because we love this neighborhood. But the constant air traffic is making our home life harder every day. Thank you for listening and for doing everything possible to reduce the impact</p>	8/5/2025

VNY CAC PUBLIC COMMENT

08/05/2025

First Name	Last Name	Item	Comment	CAC Meeting Date
Kesara	Borirak	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results. I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none">- A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and- That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/5/2025
Cyndi	Trissel	V. PUBLIC COMMENT PERIOD	<p>We in north Sherman Oaks already have TONS of overhead plane traffic that we hear day in and day out - not to mention the CONSTANT police and news helicopters. Turning planes sooner on this proposed new FAA waypoint called DSSRT would make living in this part of town unbearable loud. Part of living in so cal is enjoying the outside. These planes from both Burbank airport and Van Nuys airport - with all the private jets - are already so prevalent, that it is COMPLETELY UNFAIR to add more horrific plane and jet noise to our neighborhood, which pays the SAME property taxes as everyone else. STOP the new prosed FAA waypoint DSSRT NOW!</p>	8/5/2025
Rachel	Zeilic	V. PUBLIC COMMENT PERIOD	<p>Thank you, VNY and CAC, for working with the FAA to mimic pre-NextGen departure paths. We greatly appreciate it and hope that you can achieve the intended results. I live in Studio City and have noticed increased air traffic over my home since the implementation of the DSSRT waypoint.</p> <p>Please request from FAA:</p> <ul style="list-style-type: none">- A "Post-Implementation Analysis" to demonstrate exactly how many aircraft are overshooting the DSSRT waypoint; and- That ALL capable aircraft turn north AT DSSRT WAYPOINT so that you actually achieve the intended purpose of returning to pre-2017 flight paths. <p>Directing air traffic toward Studio City, east Sherman Oaks, and further south of those areas does not solve the NextGen issue, but compounds impacts on already heavily-burdened communities.</p>	8/5/2025